

**Amendments to the Specification:**

Please amend the specification as follows:

[0020] An ideal connection line 31 (viewed from the side) through the two spaced fastenings 32, 33 of the covering 11 forms as it were a swiveling axis (hinge line) for the pivotal upper edge region 28 of the covering 11. To support the swiveling motion in the direction of the passenger space 20, a defined weakening 35 is provided on the front face 34 of the covering 11, approximately at the height of the side impact protective apparatus 1. Adjoining the ideal connection line 31 or somewhat above it, an extended cross section diminution can be formed on the covering 11 to support the swiveling motion (not represented in greater detail). Viewed in the direction of travel R, the frontally positioned attachment 32 of the covering 11 is provided adjoining an internally positioned door opener of the motor vehicle door 3' in the design. Viewed in the direction of travel, the rear positioned attachment 33 of the covering 11 is located at the cross front face 34 of the motor vehicle door 3. The front face weakening 35 runs parallel to the external contour 40 of the covering turned toward the passenger space 20. ~~The front side weakening 35 runs parallel to the outer contour 40 of the covering facing the passenger room 20.~~ According to Figure 3, the weakening is within a short distance of the outer contour 40 of the covering 11. In accordance with Figure 3, the weakening 35 is formed by several bore holes 36 arranged at a short distance from one another in accordance with Figure 3, whereby the centers of the bore holes 36 lie on a common arch-like

middle line 37. A narrow connection bar extends respectively between two adjacent bore holes 36. In the design, the lower end of the weakening 35 lies slightly lower than the ideal connection line 31.